

State of Missouri



1998 Highway Safety Plan (HSP)

for the Governor's Highway Safety Program

Missouri Division of Highway Safety

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Mel Carnahan
Governor

Gary B. Kempker
Department Director

Joyce F. Marshall
Division Director

August 1, 1997

According to 23 USC Chapter 4—Highway Safety Act of 1966, enclosed is the 1998 Highway Safety Plan for the State of Missouri.

While numerous people were instrumental in the development of this Plan, special thanks are expressed to Marty Carso and Phyllis Emmel of the Statistical Analysis Center of the Missouri State Highway Patrol. The data and evaluation they provided established the foundation for this work.

Questions or comments concerning this report should be directed to Vicky Williams, Management Specialist, Missouri Division of Highway Safety.

Sincerely,

Joyce F. Marshall
Director

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STATE OF MISSOURI

1998 HIGHWAY SAFETY PLAN

PROCESS DESCRIPTION

Mission

The mission of the Missouri Division of Highway Safety (MDHS) is to reduce the number and severity of traffic crashes occurring in our state. This is accomplished through implementation of the Governor's Highway Safety Program according to the federal Highway Safety Act of 1966 and subsequent modifications.

Highway Safety Plan

The Governor's Highway Safety Program is outlined in an annual Highway Safety Plan (HSP) which is submitted to the Governor, the National Highway Traffic Safety Administration (NHTSA), and the Federal Highway Administration (FHWA). This document describes how Missouri's federal 402 program appropriation will be used to promote highway safety in our State. The 1998 HSP falls within the federal fiscal year beginning October 1, 1997 and ending September 30, 1998.

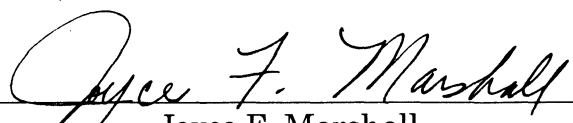
State Problems—State Solutions

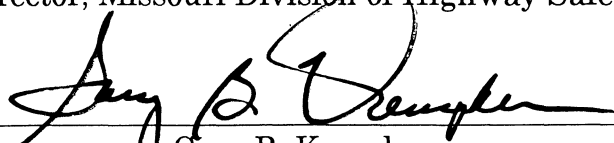
The National Highway Traffic Safety Administration has recently redesigned their strategy for overview of the states' HSP—the Federal government will no longer impose what should be accomplished by the states. Instead, they will take a service role. Their administrative oversight will be to verify that states do not violate the federal guidelines or the legislative intent of the 402 Highway Safety program. The state programs will now be driven by state and local problem identification data. The HSP will be a performance-based, dynamic plan which allows for continual revisions and modifications in order to enhance the outcome of our efforts.

Submission

The Division herewith submits the 1998 Missouri Highway Safety Plan to:

The Honorable Mel Carnahan, Governor
Troy Ayers, NHTSA Region VII Administrator
Gerald Reihsen, FHWA Region VII Administrator


Joyce F. Marshall
Director, Missouri Division of Highway Safety


Gary B. Kempker
Governor's Highway Safety Representative

OVERVIEW

Problem Identification

Problem identification involves the study of relationships between collisions and the characteristics of population, licensed drivers, people using the roadways, registered vehicles, vehicle miles, and roadway engineering. Drivers are classified into subgroups according to age and gender. Vehicles are classified according to vehicle type. Roads have been classified according to location (urban vs. rural), safety design, appropriate signing, traffic volume, etc. Collisions are further analyzed by time of day, day of week, month of year, driver subgroups; primary collision factor; use of alcohol and other drugs; and employment of safety equipment.

The data utilized herein (1996 Missouri Traffic Crashes) were obtained from the Statewide Traffic Accident Reporting System (STARS) as provided by the Statistical Analysis Center (SAC) of the Missouri State Highway Patrol. In order to more effectively compare the impact our countermeasures have had upon traffic safety problem areas, crash data from the calendar year 1997 may also be utilized as it becomes available.

Highway Safety Plan (HSP)

The Division of Highway Safety is directed to develop a HSP designed to reduce the number and severity of traffic crashes in Missouri. Traffic crash data, compiled by the Statistical Analysis Center, is analyzed and published annually in the Traffic Safety Compendium. The Compendium provides the framework from which the HSP is designed—assuring that Missouri's Plan is data driven and that our efforts are directed to the appropriate problem areas. Specific areas which, over numerous years, have warranted attention are: *Police Traffic Services (including training and enforcement of speed & other hazardous moving violations); Alcohol Impairment (including a special section on youth); Occupant Protection; Traffic Records; Speed Involvement, and Engineering Services*. The countermeasure efforts addressed in this HSP will focus on these problem areas.

Benchmarks

Benchmarks are ascertained in order to provide "ideals" toward which we will strive. Problem areas were identified for which benchmarks have been established. The areas in which we believe our efforts may have an impact are: *Death Rate; Alcohol Impairment; Occupant Protection; Speed and Engineering Services*. While these benchmarks are quantifiable for evaluation and accountability purposes, it should be noted that they are not totally reliant upon the programs implemented by this Division. They are quite often highly dependent upon existing legislation and the motoring public's adherence to traffic laws and safe driving habits.

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign this certification and assurances statement that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include the following:

- 23 USC Chapter 4 - Highway Safety Act of 1966
- 49 CFR Part 18 - Uniform Administration Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - NHTSA & FHWA Procedures and General Provisions for State Highway Safety Programs
- 45 CFR Part 74 - Appendix E - Principles for Determining Costs Applicable to Research and Development Under Grants and Contracts with Hospitals
- OMB Circular A-87 - Cost Principles for State, local and Indian Tribal Governments
- OMB Circular A-21 - Cost Principles for Educational Institutions
- OMB Circular A-122 - Cost Principles for Nonprofit Organizations
- OMB Circular A-128 - Audit of State and Local Governments
- OMB Circular A-133 - Audits of Institutions of Higher Education and Nonprofit Institutions
- NHTSA Order 462-6C - Matching rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for NHTSA/FHWA Field-Administered Grants (Effective 7/14/95)

CERTIFICATION STATEMENTS

The Governor is responsible for the administration of the State Highway Safety Program through a State Highway Safety Agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management and disposition of equipment) to carry out the program in compliance with 23 USC 402(b) (1) (A);

The political subdivisions of this State are authorized, as part of the State Highway Safety Program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation in compliance with 23 USC 402(b) (1) (B);

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs authorized in accordance with 23 USC 402 (b) (1) (C), unless this requirement is waived by the Secretary of Transportation;

This State's Highway Safety Program provides adequate and reasonable access for the safe and convenient movement of physically handicapped person, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks in compliance with 23 USC 402 (b) (1) (D);

This State's highway safety program provides for programs to encourage the use of safety belts by drivers of, and passengers in, motor vehicles, in compliance with 23 USC 402 (b) (1) (E);

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.20, 18.21, and 18.40 (failure to adhere to these provisions may result in the termination of advance financing);

Arrangements have been made for the financial and compliance audit required by the Single Audit Act of 1984 (OMB Circular A-128), which is to be conducted within the prescribed audit reporting cycle (failure to furnish an acceptable audit, as determined by the cognizant Federal agency, may result in denial or require return of Federal funds);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes;

Each recipient of Section 402 funds has a financial management system that complies with the minimum requirements of 49 CFR Part 18.20;

Each recipient of Section 402 funds will comply with all applicable State procurement procedures;

The State is funding programs that are within the NHTSA/FHWA National Priority program areas;

The State Highway Safety Agency will comply with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, as amended, as implemented by 49 CFR Parts 21 and 27, to ensure that no person in the United States shall, on the grounds of race, color, national origin, or handicap, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (49 CFR PART 29 SUB-PART F)

The State will provide a drug-free workplace by:

1. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
2. Establishing a drug-free awareness program to inform employees about:
 - a) The dangers of drug abuse in the workplace.
 - b) The grantee's policy of maintaining a drug-free workplace.
 - c) Any available drug counseling, rehabilitation, and employee assistance programs.
 - d) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
3. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (1).
4. Notifying the employee in the statement required by paragraph (1) that, as a condition of employment under the grant, the employee will--

- a) Abide by the terms of the statement
 - b) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
5. Notifying the agency within ten days after receiving notice under subparagraph (4) (b) from an employee or otherwise receiving actual notice of such conviction.
6. Taking one of the following actions, within 30 days of receiving notice under subparagraph (4) (b), with respect to any employee who is so convicted--
- a) Taking appropriate personnel action against such an employee, up to and including termination; and
 - b) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, state, or local health, law enforcement, or other appropriate agency.
7. Making a good faith effort to continue to maintain a drug-free workplace through implementation of the above paragraphs 1 through 6.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured items produced in the United States may be purchased with Federal funds unless that State can show that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and are of an unsatisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

In accordance with the provisions of 49 CFR Part 29, the State agrees that it shall not knowingly enter into any agreement under its Highway Safety Plan with a person or entity that is barred, suspended, declared ineligible, or voluntarily excluded from participation in the Section 402 program, unless otherwise authorized by NHTSA. The State further agrees that it will include the following clause and accompanying instruction, without modification, in all lower tier covered transactions, as provided by 49 CFR Part 29, and in all solicitations for lower tier covered transactions.

Instructions for Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, "debarred", "suspended", "ineligible", "lower tier covered transaction", "participant", "person", "primary covered transaction", "principal", "proposal", and "voluntarily excluded", as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See Below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Non-Procurement List.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

MINORITY BUSINESS ENTERPRISE REQUIREMENTS

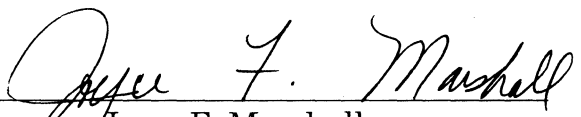
In accordance with the provisions of 49 CFR Part 23, the State agrees to abide by the following statements, and shall ensure that these statements are included in all subsequent agreements and/or contracts assisted by Section 402 funds:

It is the policy of the Department of Transportation that minority business enterprises, as defined in 49 CFR Part 23, shall have the maximum opportunity to participate in the performance of contract financed in whole or in part with Federal funds under this agreement. Consequently, the MBE requirements of 49 CFR Part 23 apply to this agreement.

The recipient or its contractor agrees to ensure that minority business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. In this regard, all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that minority business enterprises have the maximum opportunity to compete for and perform contracts. Recipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.


ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 1998 Highway Safety Planning document and hereby declares that no significant environmental impact will result from implementing this highway safety plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act (42 USC 4321 et seq.).



Joyce F. Marshall
Director, Missouri Division of Highway Safety

7-31-97
Date



Gary B. Kempker
Governor's Highway Safety Representative

July 31, 1997
Date

Police Traffic Services

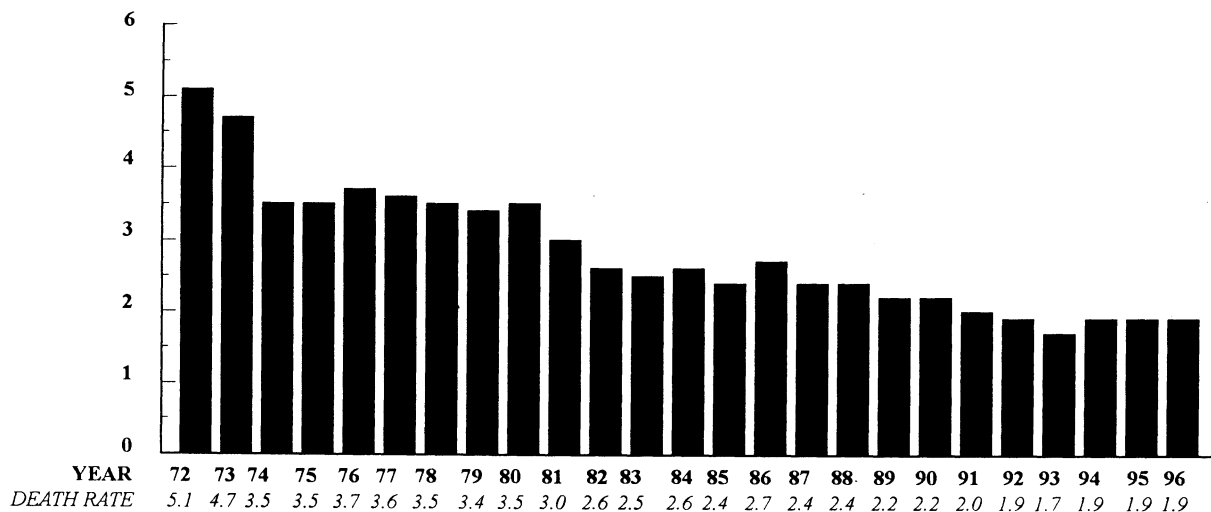


POLICE TRAFFIC SERVICES

Deaths Due to Traffic Crashes – History

Over the past 25 years Missouri has experienced a dramatic decline in traffic crash fatalities in relation to the number of miles driven on its roadways. For instance, in **1972** Missouri had **5.1 fatalities** for every 100 million miles of travel compared to **1996** when the State death rate had dropped to **1.9 fatalities**. While the reduction in death rate can be attributed to numerous Federal, State, and local policies, programs, and legislation, the Governor's Highway Safety Program has certainly played a major role in this effort.

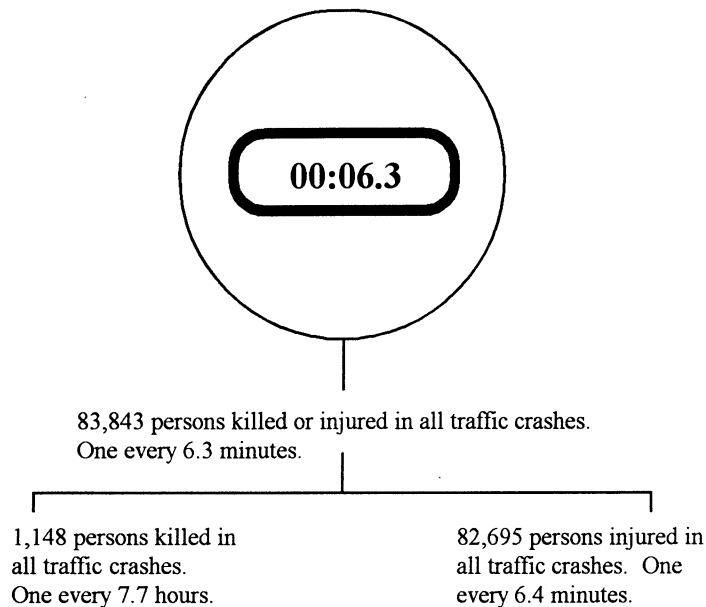
MISSOURI DEATH RATE
1972 - 1996



Current Traffic Crash Data—1996

Even though statistics like the death rate indicate a positive impact is being made on Missouri's traffic safety problem, it should not be a cause for complacency. A substantial number of people continue to be killed and injured in traffic crashes on Missouri roadways and most of those crashes are preventable. In 1996, there were **191,164 traffic crashes** resulting in **1,148 deaths** and **82,695 injuries**—one every **6.3 minutes**.

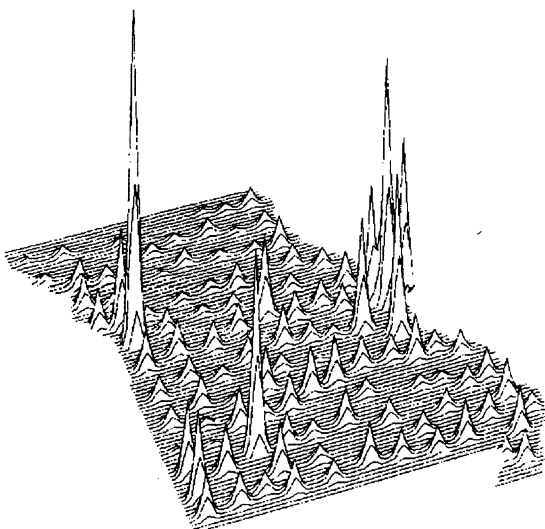
MISSOURI TRAFFIC CRASH PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1996



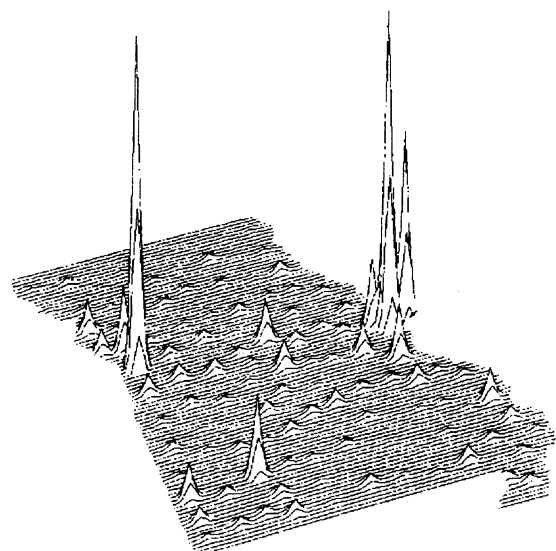
As expected, traffic crashes are not evenly distributed on Missouri roadways. They occur in larger numbers in more densely populated regions of the State compared to the rural areas. Of the 191,164 traffic crashes, **64.4%** occurred in an *urban* community (population >5,000) while the remaining 35.6% occurred in a rural area (<5,000 population or unincorporated). However, rural areas of the State cannot be discounted. They take on a much greater significance when examining traffic crashes resulting in fatalities. Almost three-fourths — **73.2%** — of the *fatal crashes* occurred in *rural areas* in 1996.

1996 MISSOURI TRAFFIC CRASHES

FATALS



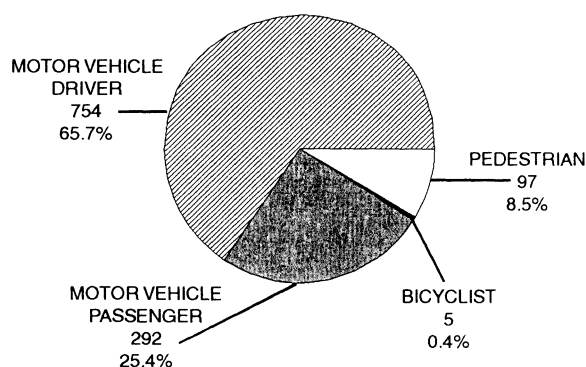
TOTALS



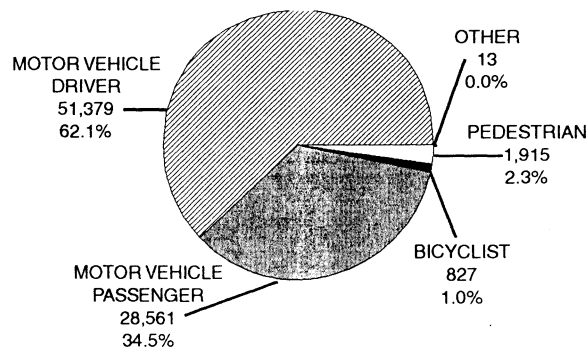
The vast number of people killed or injured in traffic crashes were drivers and/or passengers of motorized vehicles. Although *pedestrians* do not make up a substantial proportion of persons injured in Missouri traffic crashes, they do account for a *larger proportion* of those *killed* in these incidents—8.5%.

1996 MISSOURI TRAFFIC CRASHES

PERSONS KILLED



PERSONS INJURED

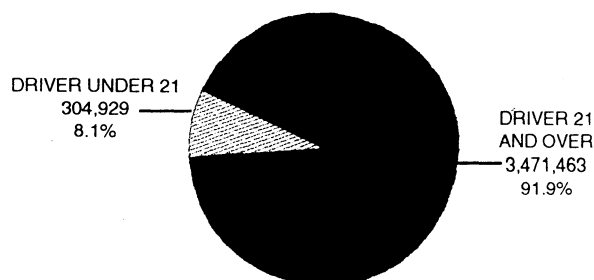


SPECIAL INTEREST GROUPS

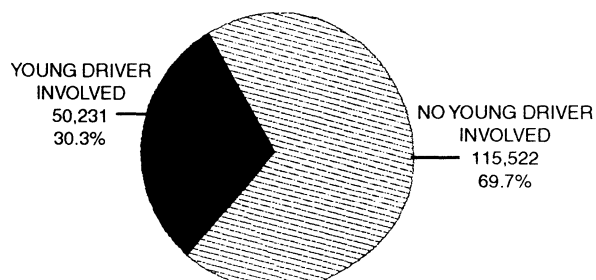
• Youthful Drivers

It is unfortunate that our youthful drivers continue to be substantially over-represented in traffic crashes. Of the 3,776,392 licensed drivers in 1996, *only 8.1%* (304,929) were between the ages of 16 and 20 years. Of all 1996 Missouri crashes, *30.3%* involved a young driver in which 272 people were killed and 26,839 were injured.

1996 MISSOURI LICENSED DRIVERS DRIVER AGE



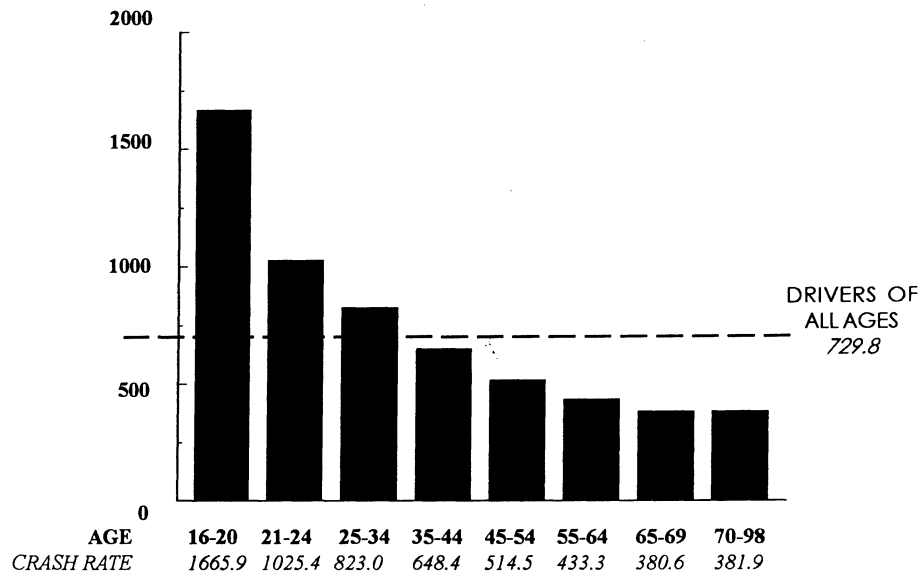
1996 MISSOURI YOUNG DRIVER INVOLVED TRAFFIC CRASHES



UNKNOWN DATA NOT INCLUDED

As the graph below indicates, 729.8 of every 10,000 licensed drivers (all ages) were involved in a traffic crash in Missouri. However, for those licensed drivers *under the age of 21*, that figure increased to *1665.9 of every 10,000*.

1996 MISSOURI CRASH INVOLVEMENT RATE PER 10,000 REGISTERED DRIVERS

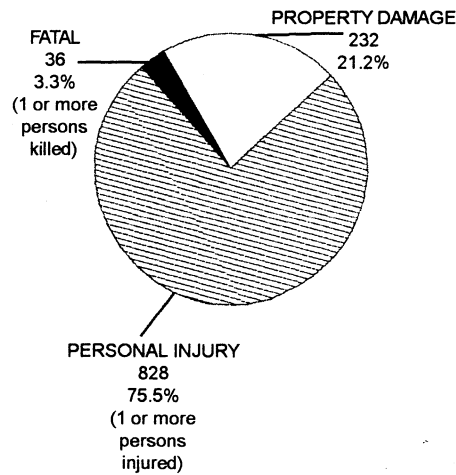


Some contend those young drivers on Missouri roadways are simply hurting and killing themselves. A large number of persons being killed and injured in young driver involved traffic crashes are the young driver. However, a substantial number of persons dying and being injured in these crashes are not young drivers and their actions in these incidents probably had not contributed to the cause of the collision. Of the 272 persons killed in 1996 Missouri young driver involved traffic crashes, 46.3% were the young driver and 53.7% were some other involved party. Of the 26,839 injured, 37.5% were the young driver while 62.5% were some other person in the incident.

- Motorcycle Crashes**

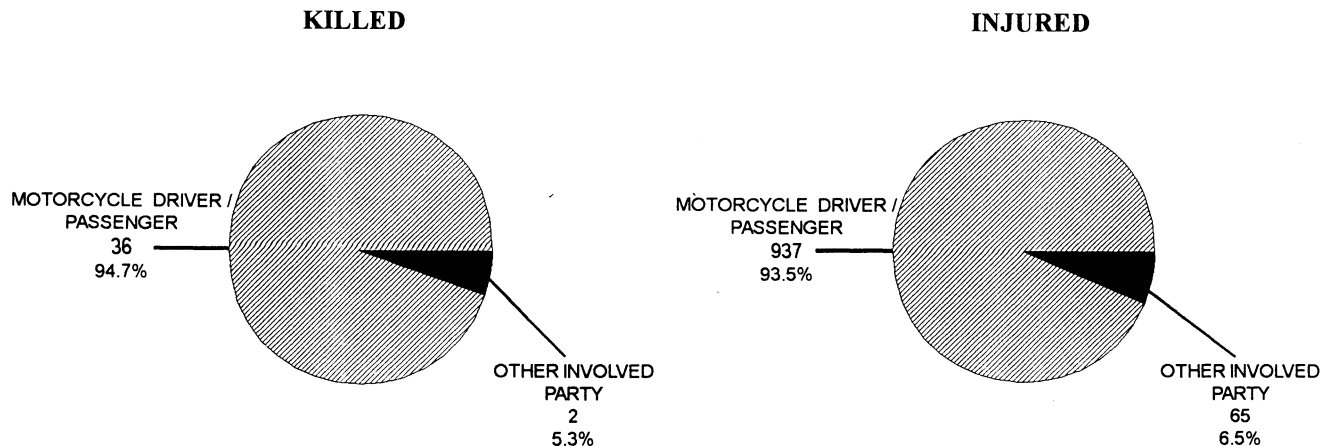
Although motorcycle crashes do not occur with great frequency, they usually result in deaths or injuries. Of the 191,164 traffic crashes, 0.5% resulted in a fatality and 27.6% resulted in someone being injured. During the same period, there were 1,096 traffic crashes involving one or more motorcycles. In these incidents, 3.3% resulted in 38 people being killed and 75.5% resulted in 1,002 people being injured.

1996 MISSOURI MOTORCYCLE TRAFFIC CRASHES



In most instances, the motorcycle drivers and/or passengers are the ones killed and injured during the crash—94.7% of the deaths and 93.5% of the injuries.

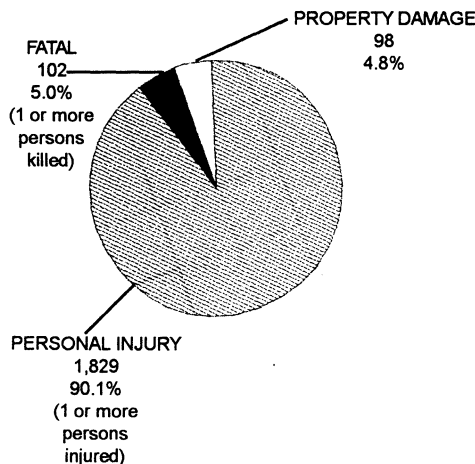
1996 MISSOURI MOTORCYCLE CRASHES PERSON INVOLVEMENT



- ***Pedestrian Involvement***

The vast number of people killed or injured in traffic crashes were drivers and/or passengers of motorized vehicles. In 1996 there were 2,029 traffic crashes where one or more pedestrians were involved. In these incidents, 5.0% resulted in one or more persons being killed and 90.1% resulted in a personal injury (compared to all crashes at 0.5% and 27.6% respectively).

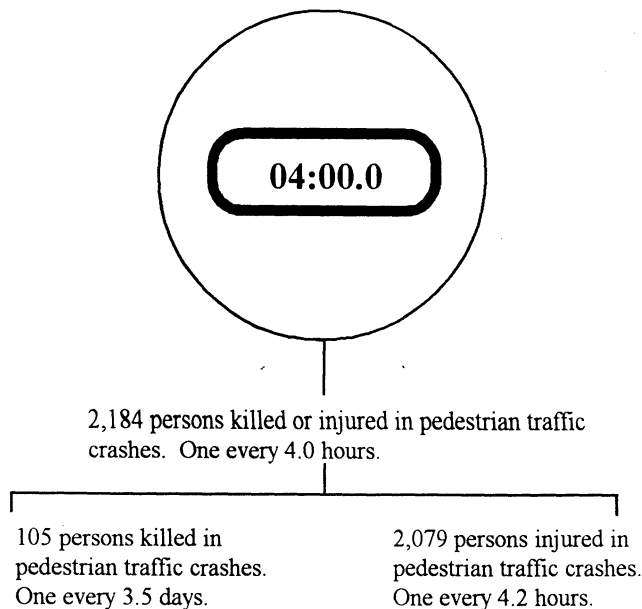
1996 MISSOURI PEDESTRIAN TRAFFIC CRASHES



- In 1996, 105 persons were killed in the 2,029 Missouri pedestrian traffic crashes and 2,079 persons were injured. In other words, one person was killed every 3.5 days and one was injured every 4.2 hours in the State.

MISSOURI PEDESTRIAN PERSONAL INJURY PROBLEM ANALYSIS CLOCK

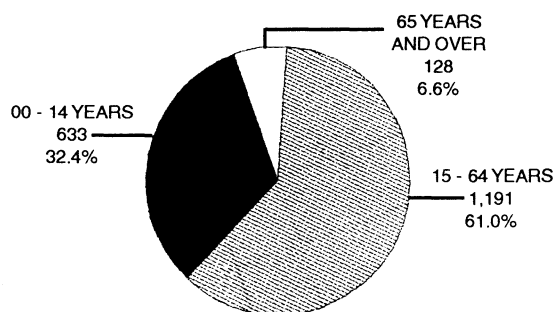
1996



A large proportion of these pedestrians are young people and, as a result, reducing these types of crashes takes on additional importance. Of the 2,012 pedestrians killed and injured, 32.4% were under the age of 15; of all people killed and injured, 10.4% were under the age of 15. In addition, a greater proportion of older pedestrians are being killed on Missouri's roadways. Of the 97 pedestrians killed, 20.8% were 65 years or older compared 15.8% of all persons killed in that age group.

1996 MISSOURI TRAFFIC CRASHES INVOLVING PEDESTRIANS

AGE OF PEDESTRIANS KILLED AND INJURED IN 1996 MISSOURI PEDESTRIAN TRAFFIC CRASHES

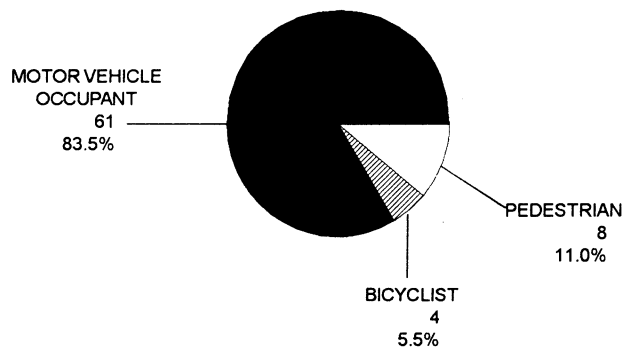


UNKNOWN DATA NOT INCLUDED

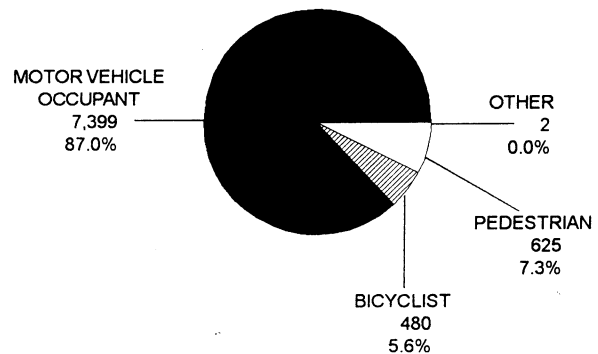
CHILDREN 14 YEARS OF AGE AND UNDER 1996 MISSOURI TRAFFIC CRASH ANALYSIS

- There were 6,417 traffic crashes in 1996 in which one or more children 14 years of age and under were killed and injured.
- In these traffic crashes, a total of 73 children 14 years of age and under were killed and 8,506 were injured.
- One child 14 years of age and under was killed or injured every 1.0 hours in traffic crashes in the State of Missouri.

CHILDREN 14 YEARS OF AGE AND UNDER KILLED IN 1996 MISSOURI TRAFFIC CRASHES



CHILDREN 14 YEARS OF AGE AND UNDER INJURED IN 1996 MISSOURI TRAFFIC CRASHES



OCCUPANTS – Children Only

- Of the 73 children 14 years of age and under killed in 1996 Missouri crashes, 61 or 83.5% were occupants of motor vehicles. Of the 8,506 children 14 years of age and under injured in 1996 Missouri crashes, 7,399 or 87.0% were occupants of motor vehicles.
- One motor vehicle occupant 14 years of age and under was killed or injured every 1.2 hours in traffic crashes in the State of Missouri.
- There were 5,330 traffic crashes in 1996 in which one or more occupants 14 years of age and under were killed and injured.
- The use of restraint devices is one of the primary ways of preventing death and injury to young persons riding in vehicles where they are available. There were 13 children under the age of 4 killed and 1,358 injured while riding in vehicles having restraint devices. Of those killed, 41.7% were using a child restraint and 25.0% were wearing an adult restraint. Of those children under the age of 4 injured, 53.8% were using a child restraint and 26.4% were wearing an adult restraint.
- There were 46 occupants between the ages of 4 and 14 killed and 5,648 injured while riding in vehicles having restraint devices. Of those killed, 37.5% were using an adult restraint. Of those occupants injured, 1.1% were using a child restraint and 62.3% were wearing an adult restraint.

- A total of five occupants riding in unenclosed areas of pick-up trucks were killed in 1996 Missouri traffic crashes. None of the five were 14 years of age and under. Of the 111 occupants injured while riding in the unenclosed areas of pick-up trucks, 43 or 38.7% were 14 years of age and under.

PEDESTRIANS – Children Only

- Of all children 14 years of age and under killed in 1996 Missouri crashes, 8 or 11.0% were pedestrians.
- Of all children 14 years of age and under injured in 1996 Missouri crashes, 625 or 7.4% were pedestrians.
- One pedestrian 14 years of age and under was killed or injured every 13.9 hours in traffic crashes in the State of Missouri.
- There were 616 traffic crashes in 1996 in which one or more pedestrians 14 years of age and under were killed and injured.
- The top four pedestrian actions associated with children 14 years of age and under are:
 - Crossing from behind parked cars
 - Crossing the street at other than a crosswalk
 - Crossing at an intersection with no signal
 - Playing in the road

BICYCLIST – Children Only

- Of all children 14 years of age and under killed in 1996 Missouri crashes, 4 or 5.5% were bicyclists.
- Of all children 14 years of age and under injured in 1996 Missouri crashes, 480 or 5.6% were bicyclists.
- One bicyclist 14 years of age and under was killed or injured every 18.1 hours in traffic crashes in the State of Missouri.
- There were 472 traffic crashes in 1996 in which one or more bicyclists 14 years of age and under were killed and injured.
- The worst months for bicyclists 14 years of age and under being killed and injured in traffic crashes were April through September. 79.6% of all bicyclists in this age group were involved in crashes in the State during this period.

Problem Areas – Enforcement Issues

Police Traffic Services will address numerous problem areas in traffic safety with an emphasis on enforcement issues. Through data analysis, we were able to identify specific target areas and answer these pertinent questions:

What are Missouri's most serious areas of traffic safety concern?

- Speeding
- Alcohol Impairment
- Poor Occupant Restraint Use

Which target groups of drivers are causing the most traffic crashes?

- Speeding drivers
- Drinking drivers
- Young Drivers (under the age of 21)
- Mature Drivers (over the age of 55)

Which target groups are sustaining the most serious injuries due to traffic crashes?

- Pedestrians
- Young Children
- Motorcyclists

Which geographic locations should be targeted?

- Statewide -- While more crashes occur in the densely populated urban areas, three-fourths of the fatal crashes occur in rural areas

Which vehicles are involved in the most traffic crashes?

- Automobiles
- Pickup trucks

Benchmarks

1. Reduce the death rate from 1.9 to 1.7 by the year 2000
2. Increase the number of hazardous moving violations issued at high accident locations thereby decreasing crashes at those locations
3. Reduce the number of drinking drivers and the crashes resulting from those drivers (specific Benchmarks identified in Alcohol Involvement section)
4. Increase occupant restraint usage through enforcement and education (specific Benchmarks identified in Occupant Restraint section)

Performance Measures

Continue tracking statewide death rate and analyzing the statistics to determine which countermeasure programs have an effect on reducing this figure. Individual Police Traffic Services projects will be monitored and evaluated to determine whether increased enforcement and education is having a positive impact on the reduction of traffic crashes and the resulting injuries and deaths.

Strategies

- Assist law enforcement agencies in problem identification and preparation of projects which will most effectively attack their traffic safety problems
- Provide funding for projects which put additional traffic safety officers on the streets to enforce hazardous moving violations
- Provide suitable equipment to enforce the traffic safety laws
- Provide training to complement and supplement law enforcement efforts
- Increase partnership activities between state and local law enforcement

POLICE TRAFFIC SERVICES GRANT SELECTION PROCESS

Grant Review Committee

The 402 Grant Review Committee was formed in June 1996 to assist the Missouri Division of Highway Safety (MDHS) with the critical responsibility of reviewing and selecting noteworthy projects for inclusion in the FY '98 Highway Safety Program. Each member of the committee was selected for their expertise in the police traffic services field within the state of Missouri. There were no committee members selected who may have had an individual interest in awarding grants to particular police agencies.

Committee Members

Jim Green, NHTSA Region VII
Glenn Carriker, Missouri Safety Center, CMSU
Becky Covington, Missouri Division of Highway Safety
Bill Whitfield, Missouri Division of Highway Safety
Sunny Spence, Missouri Division of Highway Safety
Jackie Allen, Missouri Division of Highway Safety

Grant Selection Criteria

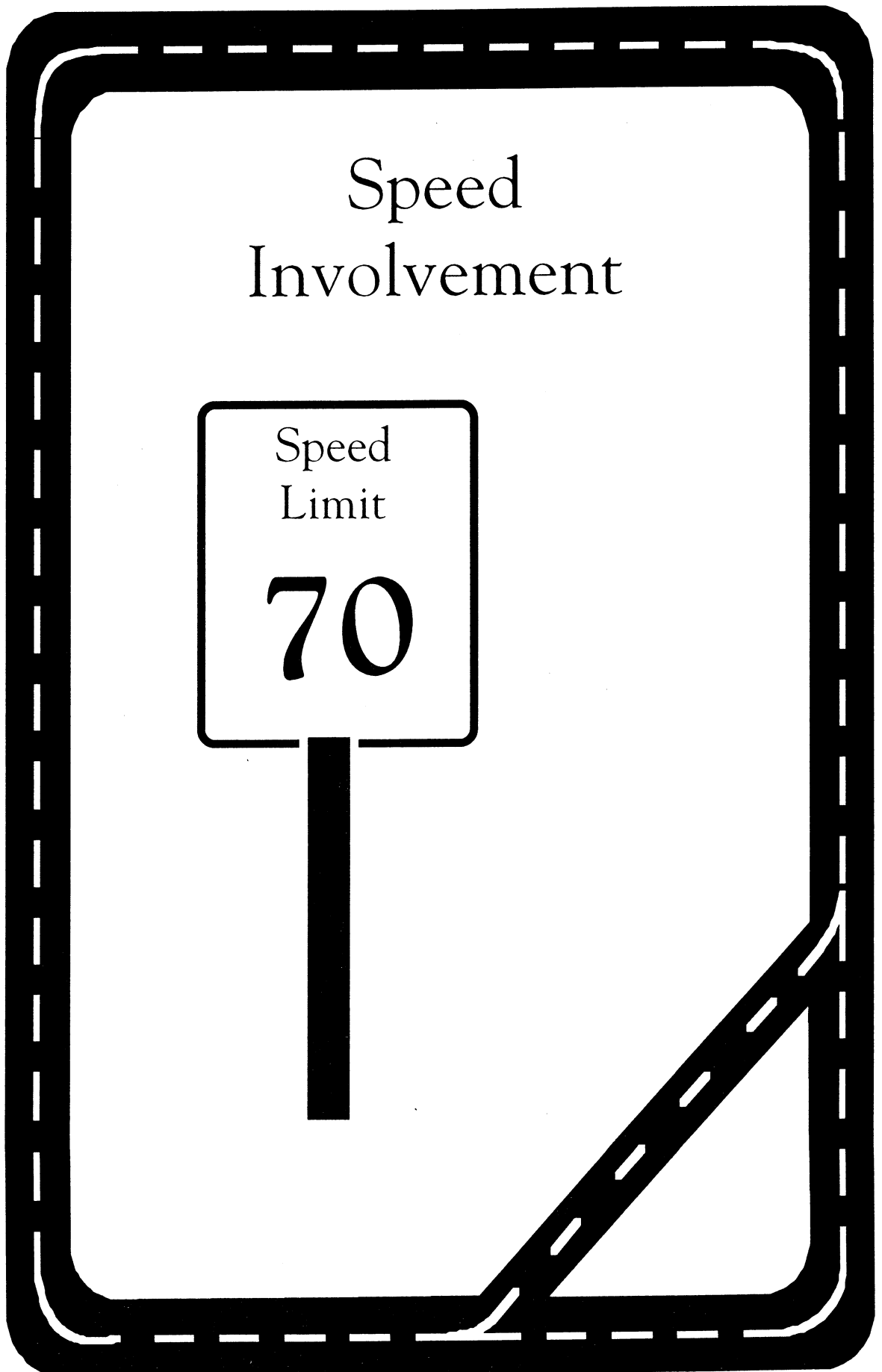
1. Regional Territories Established
Traffic crash statistics were run to determine which communities had the highest traffic crash problems. Using those findings, the State was divided into 4 regions (chart attached) with fairly equal crash representation.
2. Crash Data Ranking (by Region)
More data was run to locate the worst crash problem areas within each region. The committee then looked at applications falling within the top 5 counties and top 10 cities of each region.
3. Problem Identification And Assessment
A new grant application form was developed and distributed in early March. Each applicant was required to identify their highway safety problem area(s). With the problems identified, they were then asked to submit a project which would address those needs and propose a solution. These applications were due by June 1, 1997. Of those applicants, only those who met the criteria set forth by region were further evaluated by the committee with two exceptions:
 - Agencies having received FY '97 sobriety checkpoint funding were automatically funded for another year; and
 - Several agencies which had developed special partnerships or particularly innovative concepts were also considered.

Each application was evaluated for validity and innovation. The committee then made cuts to the original proposals in order to meet budgetary constraints.

Speed Involvement

Speed
Limit

70

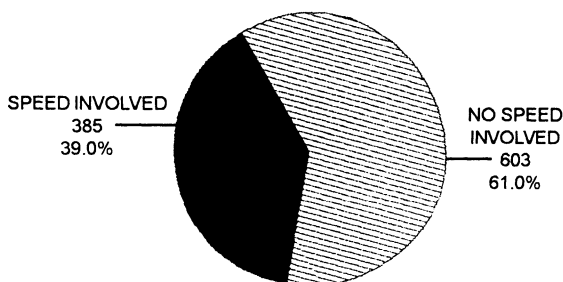


SPEED INVOLVEMENT

Speed is a substantial contributing factor in traffic crashes on Missouri's roadways, especially those resulting in death. Of the 191,164 traffic crashes which occurred in 1996, a total of 16.6% involved one or more drivers who were driving too fast for conditions or exceeding the speed limit. Missouri had 1,006 crashes where 1,148 people were killed—39.0% of them involved drivers who were speeding.

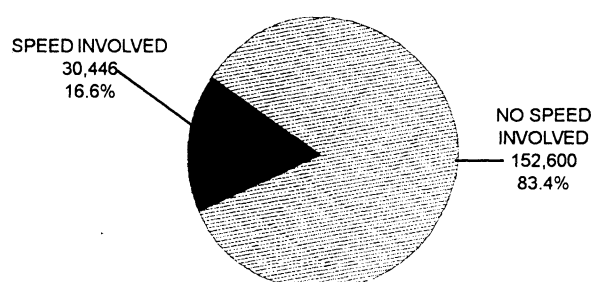
1996 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES

FATAL CRASHES



UNKNOWN DATA NOT INCLUDED

TOTAL CRASHES

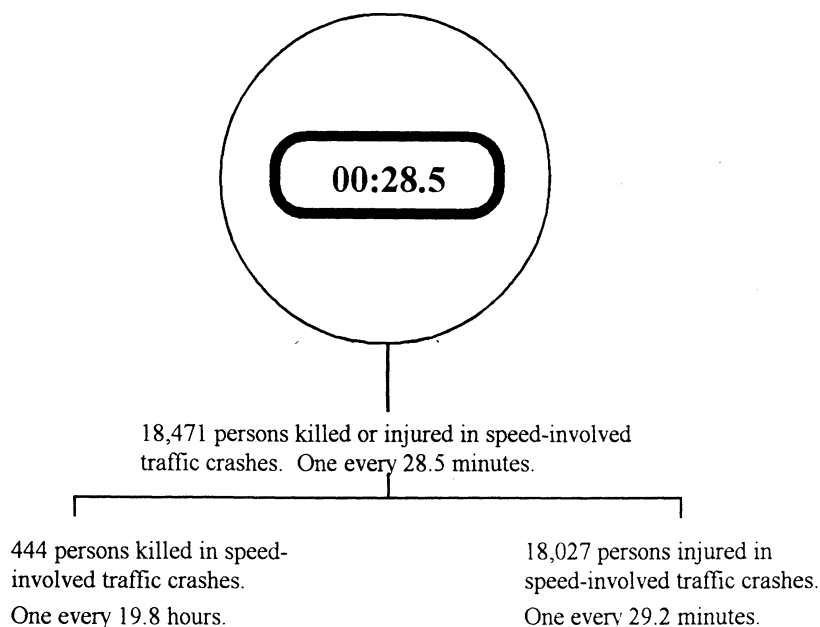


UNKNOWN DATA NOT INCLUDED

In the speed-involved crashes, 444 people died and 18,027 were injured—in other words, one death every 19.8 hours and one injury every 29.2 minutes.

MISSOURI SPEED-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK

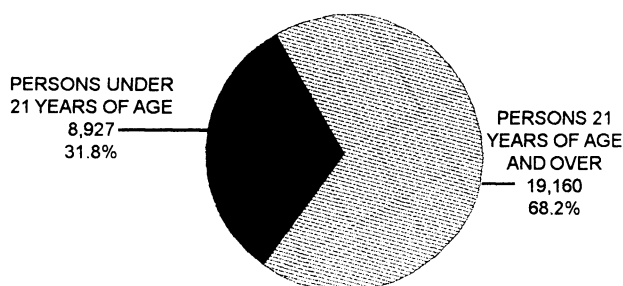
1996



A sizable proportion of drivers speeding on Missouri roadways and causing traffic crashes are young and male. Of all *speeding drivers* involved in 1996 traffic crashes, about *one-third (31.8%)* were *under the age of 21*, and *66.3% were male*.

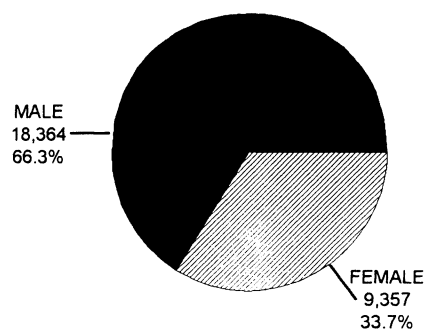
1996 MISSOURI TRAFFIC CRASHES DRIVERS OF MOTORIZED VEHICLES SPEEDING

BY AGE



UNKNOWN DATA NOT INCLUDED

BY GENDER

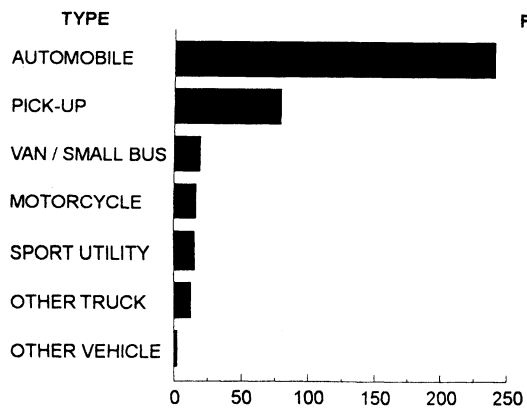


UNKNOWN DATA NOT INCLUDED

The majority of speeding drivers were driving automobiles (65.3%), followed by pick-up trucks (18.9%), and sport utility vehicles (6.2%). However, when examining speeding drivers in *fatal crashes*, *pick-up trucks* make up *over one-fifth (20.5%)* of the vehicles involved.

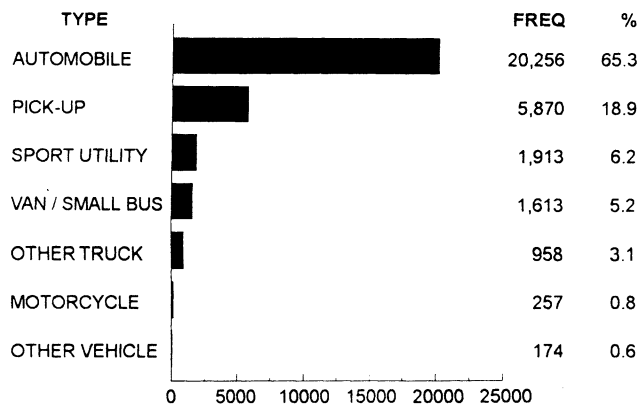
1996 MISSOURI SPEED-INVOLVED TRAFFIC CRASHES BY VEHICLE TYPE

FATAL TRAFFIC CRASHES



UNKNOWN DATA NOT INCLUDED

ALL TRAFFIC CRASHES



UNKNOWN DATA NOT INCLUDED

Benchmarks

1. No increase in speed-related fatal traffic crashes from the current rate of 39.0%.
(Due to the increased speed limits on major highways within the State, it would be difficult and unrealistic to attempt to establish a benchmark to decrease speed-involved crashes and the resulting deaths and injuries. We believe that if we are able to keep these figures at a static level, that it itself should be a positive impact.)
This figure has remained the same from the 1995 data.

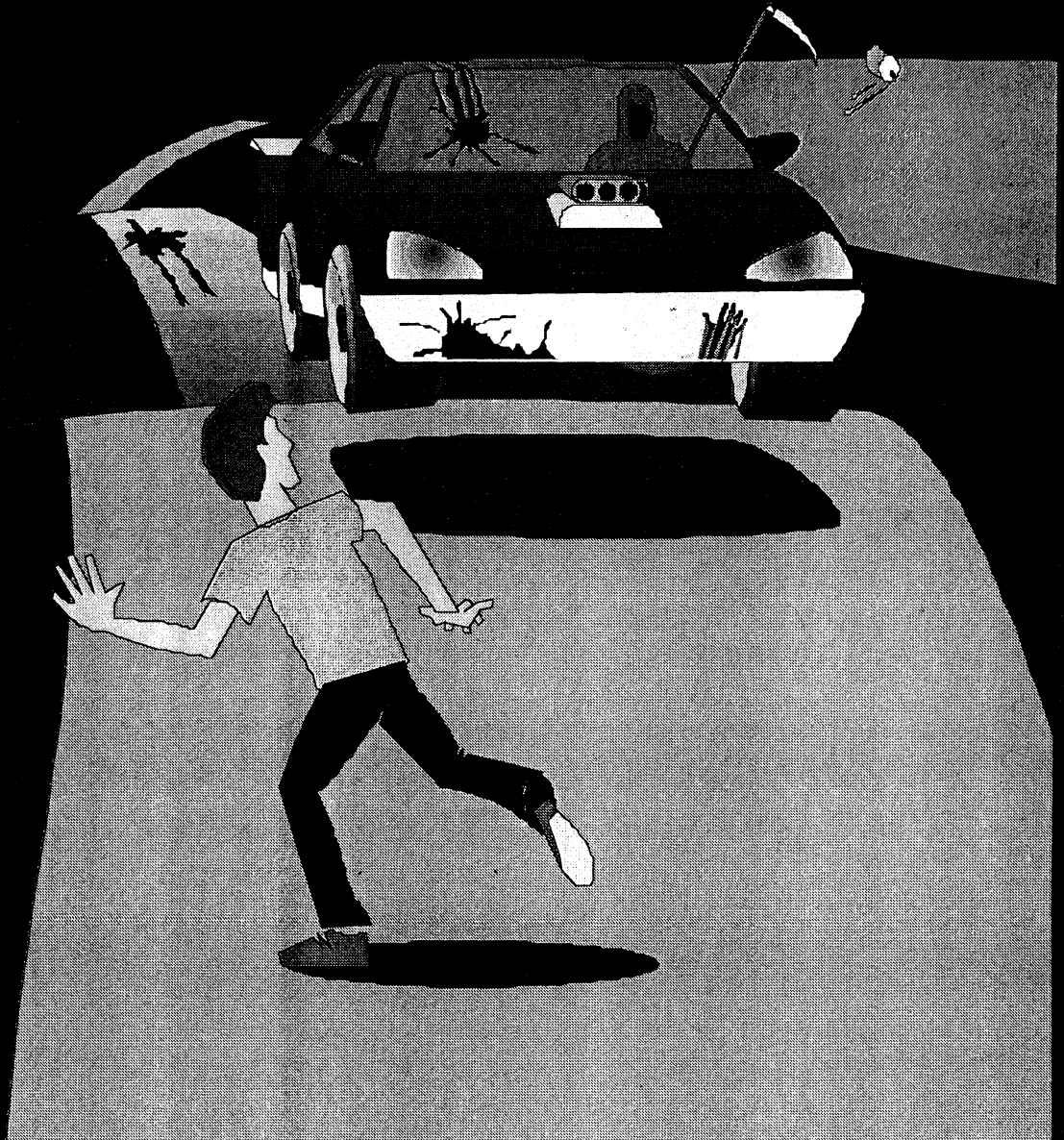
Performance Measures

Continue tracking and analyzing all speed-related crashes (especially those occurring on major highways and interstates) in order to identify whether the increased speed limits have made a significant impact. During this evaluation process, the Division will work with other strategic agencies to develop countermeasures addressing our concerns.

Strategies

- Participate in Safety Management System—a comprehensive effort addressing statewide traffic safety issues from an engineering, education and enforcement aspect (evaluation of the speed issue will be a major component of SMS)
- Combined Accident Reduction Enforcement (holiday saturation enforcement project with Highway Patrol)
- Fuel for Highway Patrol speed enforcement aircraft
- Participate in national efforts to track and evaluate the increased speed limits
- Provide hazardous moving violations saturation enforcement projects to local law enforcement (with emphasis on speed enforcement)
- Increase partnership projects (both intra and inter-state) for enhanced speed enforcement on major highways.

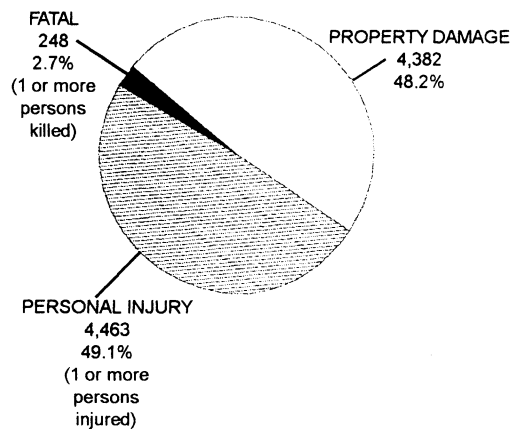
Alcohol Impairment



ALCOHOL IMPAIRMENT

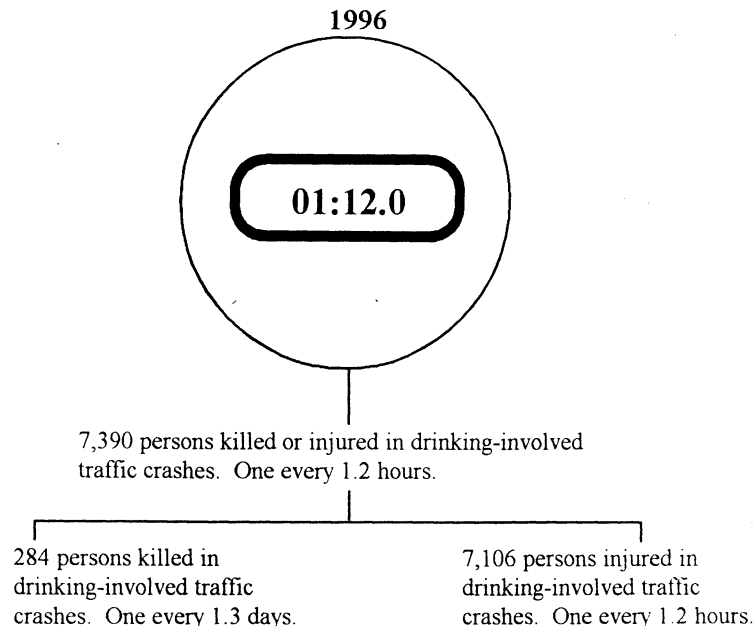
Alcohol is a substantial contributing factor in traffic crashes, especially in those crashes resulting in death or personal injury. In 1996, 191,164 traffic crashes occurred in the State. Of that total, 0.5% resulted in a fatality and 27.6% involved someone being injured in the incident. During the same time period, there were 9,093 traffic crashes where one or more drivers and/or pedestrians were drinking and, in the opinion of the investigating officer, *their intoxicated condition was a contributing factor to the crash*. In these incidents, 2.7% resulted in one or more persons being killed and 49.1% resulted in a personal injury. We must also qualify that alcohol intoxication is being underreported as a contributing factor in traffic crashes. As a result, the seriousness of this problem is even greater than these statistics indicate.

1996 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES



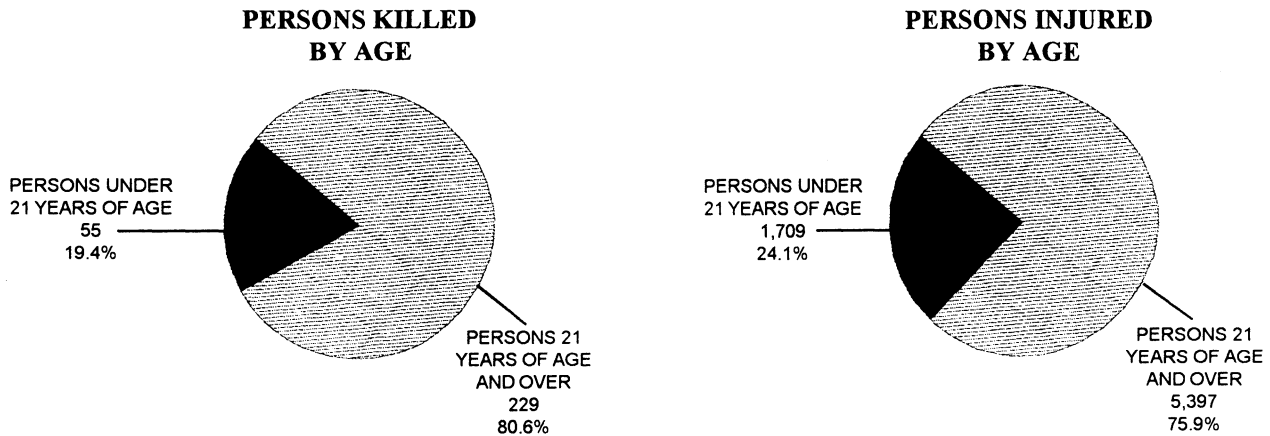
In those 9,093 traffic crashes characterized as alcohol-related, 284 people died (one every 1.3 days) and another 7,106 were injured (one every 1.2 hours).

MISSOURI DRINKING-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK



Of great concern is the fact that far too many of our youth are being killed and injured in alcohol-related traffic crashes. Of those 284 persons who died in alcohol-related crashes, 19.4% were under the age of 21. Of the 7,106 who were injured in these incidents, 24.1% were young people.

1996 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES

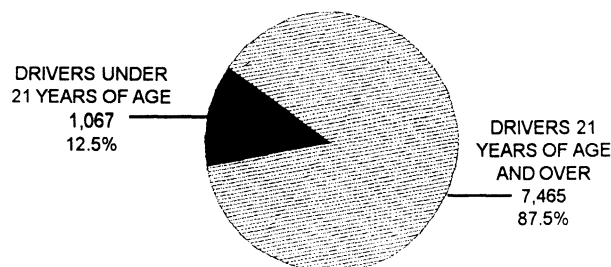


Another frightening statistic concerns youthful drivers (those under age 21) who are drinking and driving and then ultimately ending up in a traffic crash. Of the 9,075 drivers of motor vehicles whose consumption of alcohol caused a 1996 traffic crash, 1,067 or 12.5% were under the age of 21. In other words, a drinking driver *under the age of 21* caused a traffic crash every 8.2 hours!

Youthful drivers are inexperienced to begin with. When that inexperience is coupled with alcohol, the consequences are far too often deadly. A total of 244 drinking drivers of motor vehicles were involved in crashes where one or more persons were killed. Of these drivers, 14.9% were under the age of 21. Forty people died in these traffic crashes involving young drivers—60% were the under-age drivers themselves, and the remaining 40% were others involved in the crash.

1996 MISSOURI TRAFFIC CRASHES

DRINKING DRIVERS OF MOTORIZED VEHICLES BY AGE



Because of the seriousness of the alcohol-related crash problem, and especially the overwhelming connection with young drivers, a large percentage of the Division's efforts are being directed toward enforcement and prevention in this area.

Benchmarks

1. To decrease total alcohol-related crashes by 2.0% annually

<u>Year</u>	<u>Total</u>	<u>% Change</u>
1995 base	9310	
1996	9093	<2.3%

2. To decrease alcohol-related crashes caused by drivers under 21 to a maximum 10% of total alcohol-related crashes.

<u>Year</u>	<u>% of Total</u>
1995	11.1
1996	12.5

Performance Measures

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. In alcohol-related crashes, specific criteria will be addressed: drivers of motorized vehicles versus pedestrians; age and sex of drivers; location of occurrence; time and date of occurrence. Crash data will be analyzed in those target areas where alcohol countermeasure projects have been established.

Future measures will include arrest and conviction data on alcohol-related traffic offenders. This data will be used to evaluate existing legislation and to determine needed training and equipment for effective enforcement, prosecution, adjudication and treatment of these offenders.

Strategies

Public Information & Education

- Educate the public about the dangers of drinking and driving through public awareness campaigns, distribution of education materials, traffic safety workshops, health and safety fair displays, and public service announcements
- Incorporate programs into our schools which will educate youth about the dangers of drinking and driving
- Develop statewide designated driver programs which stress alternatives to drinking and driving
- Educate alcohol servers in intervention techniques
- Provide training and equipment to enhance the state's tracking abilities (through the Department of Revenue)

Enforcement

- Provide training on detection and apprehension of impaired drivers; field sobriety testing; courtroom testimony; and DWI crash investigation techniques
- Provide funding for special alcohol saturation forces and sobriety checkpoints
- Provide equipment to enhance enforcement efforts (BAT vans, PBTs, and In-Car Video Cameras) and appropriate training to assure effective use of this equipment
- Provide funding for projects designed to apprehend minors attempting to purchase alcoholic beverages
- Increase consistency in enforcement efforts statewide through law enforcement campaigns

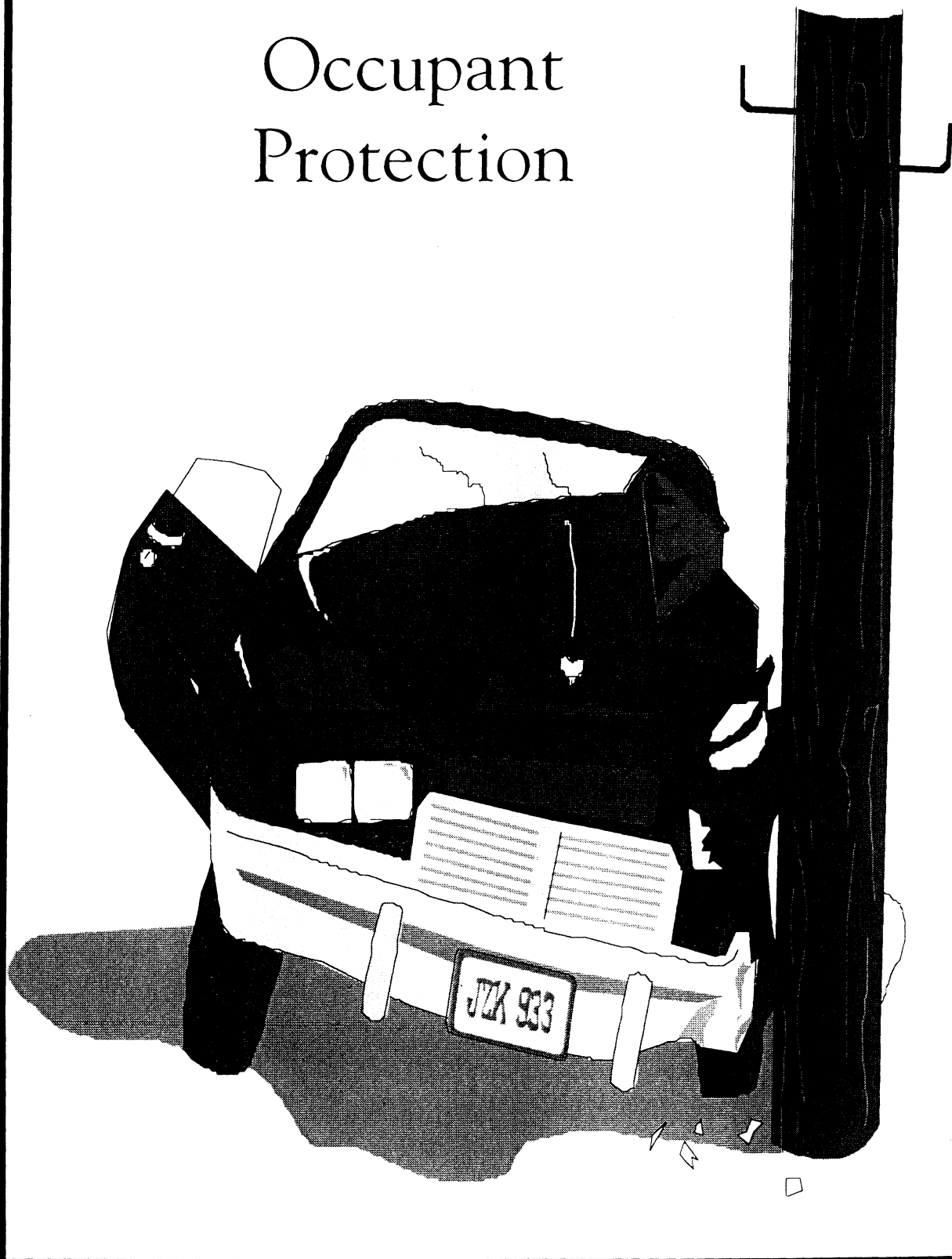
Prosecution/Adjudication

- Upgrade equipment necessary to correctly and accurately analyze the breath samples taken from DWI offenders
- Train prosecutors and judges on local and national DWI issues for more effective sentencing of offenders

Treatment/Rehabilitation

- Work towards a DWI tracking system that will allow for a more comprehensive approach to alcohol-related problem identification

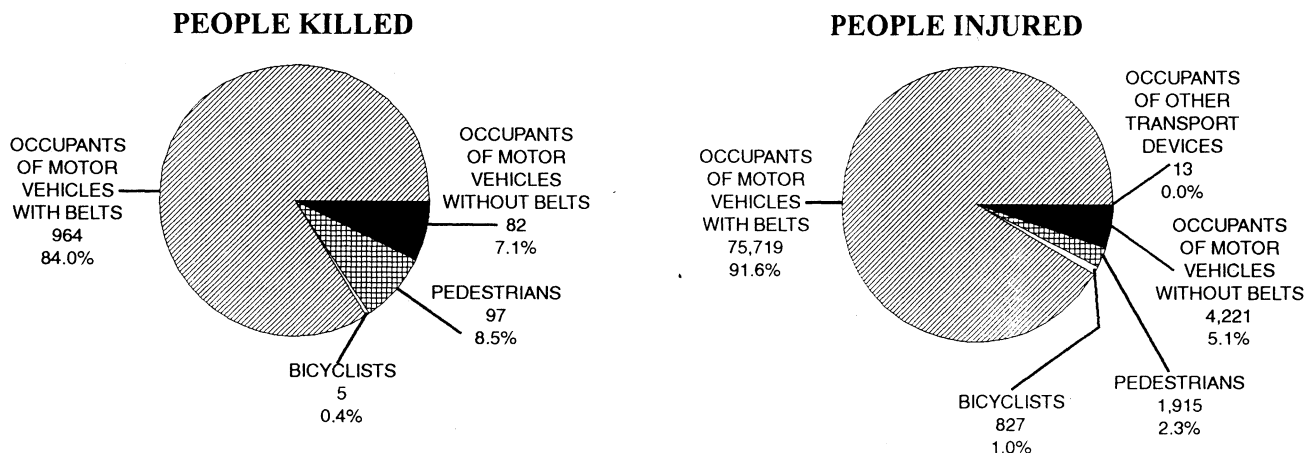
Occupant Protection



OCCUPANT PROTECTION

It is well recognized that one of the best ways to protect oneself from death and injury when traveling in a motor vehicle is to wear seat belts and, for the very young person, it is to place them in a child safety seat. For a number of years, motor vehicle manufacturers have been required to install seat belts in their vehicles so motor vehicles on Missouri roadways have them. When analyzing traffic crashes resulting in deaths and injuries, the vast majority of the vehicles had seat belts available for use. In 1996, there were 1,148 people killed in traffic crashes; 84.0% were occupants of vehicles which, in all probability, had a seat belt available for use. Of the 82,695 people injured, 91.6% were driving or riding in vehicles having seat belts.

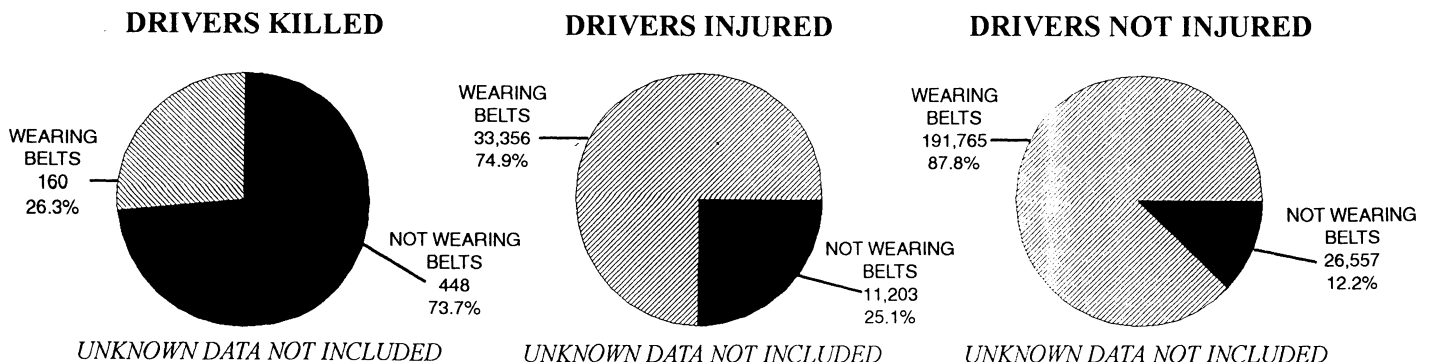
1996 MISSOURI TRAFFIC CRASHES



A substantial number of drivers killed were not wearing their seat belts (73.7%) compared to those who were and were not injured. Of those injured, 25.1% were not belted and of those not injured, only 12.2% were not wearing a seat belt (down from 1995 statistics at 26.7% and 13.2% respectively).

1996 MISSOURI TRAFFIC CRASHES

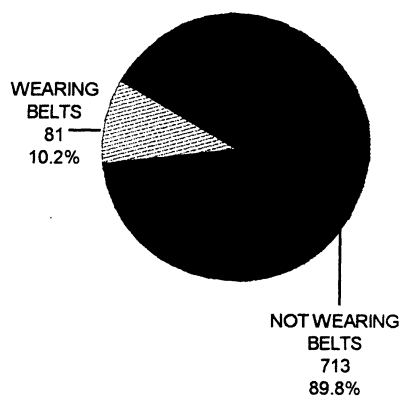
SEAT BELT USAGE



The possibility of death and injury dramatically increases when a person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is that it increases the probability of the person staying in the vehicle and being protected by the passenger compartment. Of those drivers *totally ejected*, **89.8% were not wearing seat belts** (of those partially ejected, 67.2% were not belted). The good news is that these figures are down from 92.4% and 76.0% respectively for the previous year.

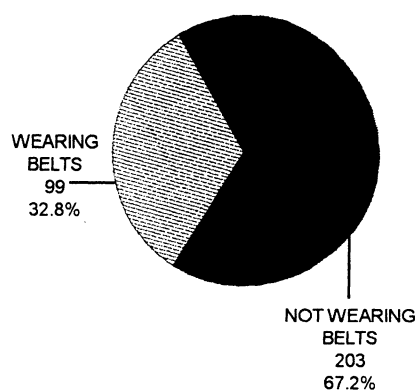
1996 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE

**DRIVERS TOTALLY
EJECTED**



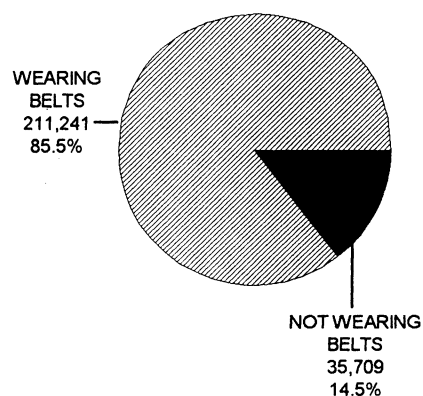
UNKNOWN DATA NOT INCLUDED

**DRIVERS PARTIALLY
EJECTED**



UNKNOWN DATA NOT INCLUDED

DRIVERS NOT EJECTED



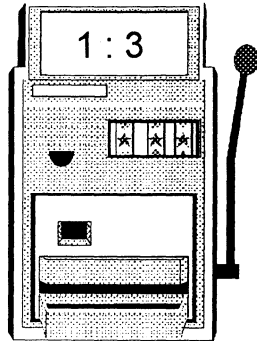
UNKNOWN DATA NOT INCLUDED

Seat belt usage dramatically reduces a person's chance of being killed and injured in a traffic crash. Of the drivers involved in crashes, 1 in 3 were injured if they were not wearing their seat belt, but that chance decreased to 1 in 7 when wearing a seat belt. When examining driver deaths, the differences are much more dramatic. Drivers had 1 chance in 85 of being killed if not wearing a seat belt, but in those cases where the driver wore a seat belt, their chance of being killed *decreased to 1 in 1,408*.

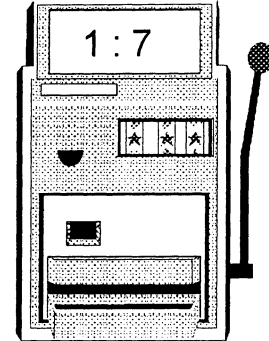
1996 MISSOURI TRAFFIC CRASHES

CHANCE OF DRIVER BEING INJURED

NOT WEARING SEAT BELTS

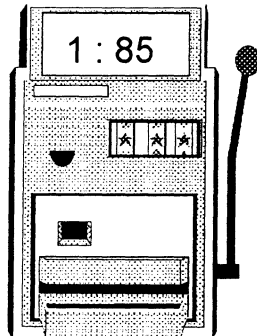


WEARING SEAT BELTS

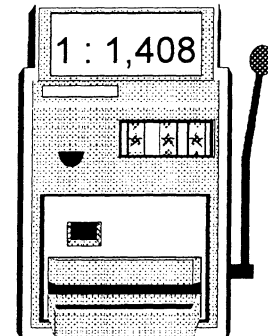


CHANCE OF DRIVER BEING KILLED

NOT WEARING SEAT BELTS



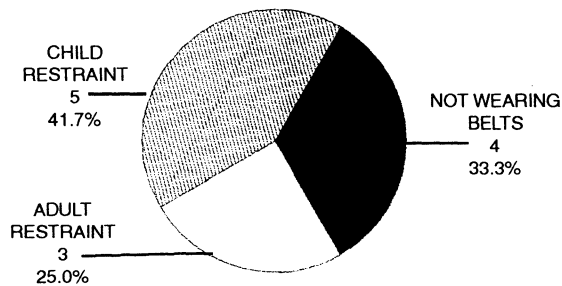
WEARING SEAT BELTS



From a public safety policy perspective, Missouri must continue to promote the use of seat belts by motor vehicle occupants. In addition, special attention must be paid to increasing the use of child safety seats when transporting young children. In 1996, a total of 13 children under the age of 4 were killed in a motor vehicle. In known cases, **33.3% of those *were not using any type of restraint device***. In three instances, an adult restraint device was used which probably had little or no safety effect. There were 1,358 children under 4 who were injured; in known cases, 19.8% were not using any type of restraint device and 26.4% were in an adult seat belt.

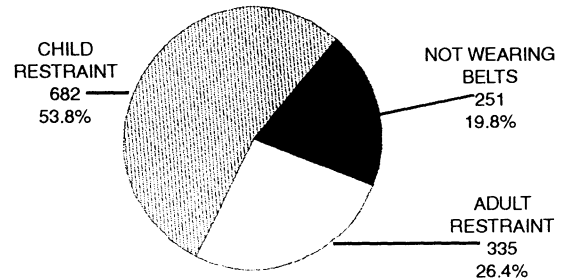
1996 MISSOURI TRAFFIC CRASHES OCCUPANT RESTRAINT USAGE

**CHILDREN UNDER THE AGE OF FOUR
KILLED IN 1996 MISSOURI
TRAFFIC CRASHES
RESTRAINT DEVICE USAGE**



UNKNOWN DATA NOT INCLUDED

**CHILDREN UNDER THE AGE OF FOUR
INJURED IN 1996 MISSOURI
TRAFFIC CRASHES
RESTRAINT DEVICE USAGE**



UNKNOWN DATA NOT INCLUDED

Missouri has had safety belt surveys performed by the State Highway Patrol (predominantly on Interstates and major highways) and also by local law enforcement agencies (predominantly within city limits and often in the more rural, smaller communities). Surveys performed by the Patrol have indicated an average usage rate of 68% while surveys from the local communities have shown an average usage rate of 52%. Surveys by Missouri's SAFE KIDS Coalitions have indicated that misuse of child safety seats remains a large problem—a staggering 80% of the seats were noted as being improperly used/installed. Unfortunately, Missouri has not had a good mechanism in place to survey proper usage of child safety seats statewide.

Benchmarks

1. Increase statewide usage of safety belts to 75% by year end 1998
2. Increase proper use of child safety seats to 80%
3. Passage of Primary enforcement law

Performance Measures

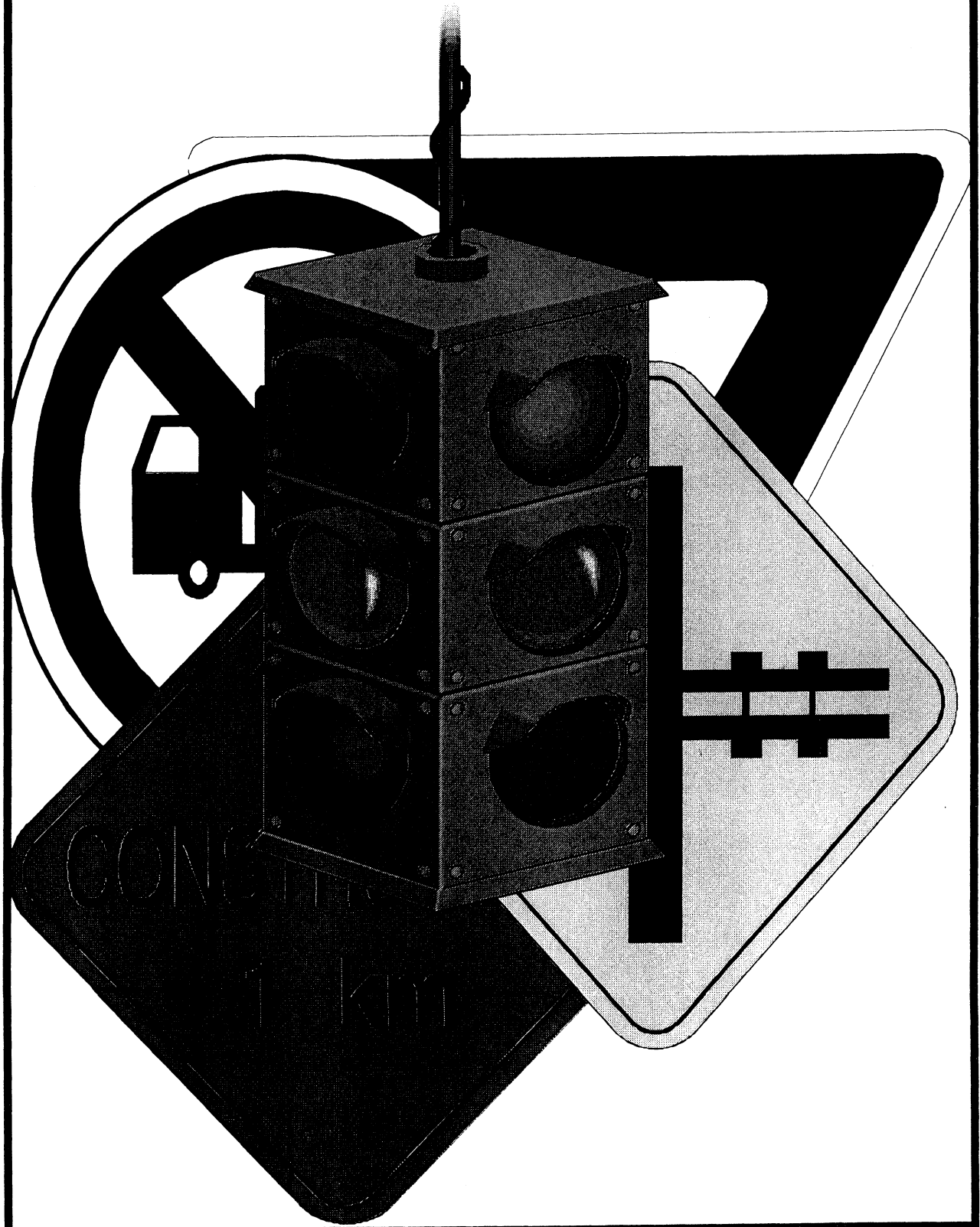
Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. Usage rates will be analyzed in those target areas where safety belt projects have been established.

Properly administered and consistent occupant restraint usage surveys will be conducted throughout the state by the Highway Patrol and local law enforcement agencies. Usage rates will be monitored to analyze the effectiveness of our enforcement and educational campaigns.

Strategies

- Develop educational and enforcement campaign for law enforcement
- Develop traffic safety school curriculum with components on seat belt usage
- Provide safety belt checkpoint packets to local safety advocates (at Regional Traffic Safety Workshops)
- Provide overtime funding to law enforcement agencies to conduct safety belt checkpoints
- Provide training and an approved child safety seat to economically-disadvantaged families in order to comply with Missouri's primary child restraint law
- Develop campaign to educate parents about the dangers of babies and airbags; partner with auto dealers, pediatricians and obstetricians, hospitals, and safety advocates
- Work closely with bill sponsors for passage of primary enforcement law (which would include required seat belt usage in pickup trucks)
- Establish quarterly statewide surveys of child safety seat usage rates
- Establish quarterly statewide surveys of adult seat belt usage rates

Engineering Services



ENGINEERING SERVICES & DATA COLLECTION

Other areas which are vital to an effective and efficient traffic safety program are data collection and engineering services.

STARS Maintenance & Traffic Safety Compendium

The traffic safety program supports maintenance of the Statewide Traffic Accident Reporting System (STARS) which is the repository for all crash statistics. The Traffic Safety Compendium, the document which supports this data-driven program, is compiled utilizing the statistics which are collected in STARS. Without this vital component, it would be difficult to develop a comprehensive plan based on consistently reported crash data.

Local Community Traffic Assistance

Small local communities often lack the fiscal and personal resources to support studies to determine whether the community has proper traffic signing and control devices, whether improvements are warranted in order to reduce traffic crashes, and whether bridges are adequate and safe.

- *Traffic Signing Projects*

Since uniform and consistent traffic signing reduces traffic crashes, the Division participates in a cost-sharing program for materials required to bring local communities into compliance with the national Manual on Uniform Traffic Control Devices. This is accomplished through the implementation of a local Traffic Signing Plan.

- *Bridge and Traffic Engineering Assistance Programs*

Technical expertise is also provided to cities and counties to conduct bridge and traffic engineering countermeasure analysis (including bridge inspections and traffic control device inventory). In order to provide assistance in these areas, the Division of Highway Safety allocates funding, through the Missouri Department of Transportation, for two consultants to perform this service for the local jurisdictions. These projects are identified as the Bridge Engineering Assistance Program (BEAP) and the Traffic Engineering Assistance Program (TEAP), respectively.

Training

Support is also given to provide traffic engineering forums and technology transfer to enhance local capability for accident countermeasure developments. This is accomplished through training workshops and conferences.

Benchmarks

1. Production of the Traffic Safety Compendium in a timely fashion which can be easily put to use by state and local traffic safety advocates, law enforcement agencies, media, and the general public
2. Transfer Traffic Safety Compendium to Internet so that statistics can be accessed by a wider audience
3. Provide assistance to approximately 40 local communities for traffic and bridge engineering
4. Provide training for engineering professionals at workshops and the 47th Annual Traffic Conference (attendance will be determined by conference costs based on location and travel constraints)

Performance Measures

Continue tracking and analyzing the statistics to determine which problem areas have demonstrated an increase or decrease in crash activity. Evaluate crash statistics by geographic location, driver subgroups, and causation factors to determine positive or negative trends.

Strategies

- Encode all accident reports into the STARS system, ensuring accuracy and efficiency
- Utilize statistics to produce the annual Traffic Safety Compendium to assist the Division of Highway Safety and local communities in developing problem identification
- Provide expertise and funding to assure local communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety
- Provide training to assure state and local engineers are kept abreast of current technology

FY '98
Projects



5	98-J7-03-5	Liquor Control	Server Training	\$	15,000.00		\$	15,000.00
3	98-J7-05-3	MDHS	Badges in Business	\$	60,000.00		\$	60,000.00
1	98-J7-02-1	Department of Revenue	Annual Courts Conference	\$	15,000.00		\$	15,000.00
2	98-J7-02-2	Department of Revenue	General Registration System Rewrite (Final component)	\$	153,000.00		\$	153,000.00
3	98-J7-02-3	Department of Revenue	General Counsel Training--DWI System & Tracking	\$	23,000.00		\$	23,000.00
6	98-J7-03-6	MDHS	Advanced Function Printer to complement completion of system	\$	85,000.00		\$	85,000.00
6	98-J7-04-6	Mineral Area College	Coordination (Program Management)	\$	10,000.00		\$	10,000.00
1	98-J7-05-1	State Courts Adm.	SFST & DWI Crash Investigation Courses	\$	3,651.00		\$	3,651.00
2	98-J7-05-2	Office of Pros. Serv.	DWI Training Seminars	\$	53,000.00		\$	53,000.00
			DWI Prosecution	\$	36,579.00		\$	36,579.00
			TOTAL 410 FUNDING					\$ 535,141.00

6	98-PT-02-7	MSHP	CARE (Combined Accident Reduction Enforcement) Conference	\$	12,000.00	\$	12,000.00
7	98-PT-02-8	MSHP	MAIT Accident Reconstruction Team	\$	37,871.00	\$	37,871.00
7	98-PT-02-9	MDHS	*Postage, Printing & Photography (internal)	\$	120,000.00	\$	120,000.00
7	98-PT-02-10	MDHS	*Public Information & Education (internal)	\$	50,000.00	\$	50,000.00
7	98-PT-02-11	Contract Ad Agency	*Public Information & Education (Ad Agency)	\$	120,000.00	\$	120,000.00
7	98-PT-02-12	UMC	*Interactive traffic safety CD rom for young drivers (cont. of '97 proj.)	\$	11,916.00	\$	11,916.00
7	98-PT-02-13	Economic Develop.	*Operation Lifesaver Educational Materials	\$	5,000.00	\$	5,000.00
7	98-PT-02-14	MDHS	*National/Regional Highway Safety Workshops (internal)	\$	40,000.00	\$	40,000.00
7	98-PT-02-15	MDHS	*Equipment Upgrade (internal)	\$	20,000.00	\$	20,000.00
7	98-PT-02-17	MDHS	*Newsletter	\$	15,000.00	\$	15,000.00
8	98-PT-02-18	MSHP	Rollover Simulators--Construction of 4 rollovers	\$	28,000.00	\$	28,000.00
9	98-PT-02-19	MSHP	S.T.E.P.--O.T. for 24 hour saturation enforcement efforts	\$	20,000.00	\$	20,000.00
10	98-PT-02-20	MSHP	Aircraft Enforcement--O.T. & Fuel for Aircraft Speed Enforcement	\$	50,000.00	\$	50,000.00
		Region 1	Enforcement Projects				
11	98-PT-02-21	Grandview PD	HMV O.T. Enforcement; Equipment	\$	10,750.00	\$	10,750.00
11	98-PT-02-22	Clay County SD	1 FTE Traffic Officer, DWI & HMV O.T., Education Programs	\$	39,375.00	\$	39,375.00
11	98-PT-02-23	Raytown PD	Equipment; In-car Videocamers	\$	15,000.00	\$	15,000.00
11	98-PT-02-24	Platte County SD	1 FTE Traffic Officer, Car allowance, DWI & HMV O.T. Enforcement	\$	40,015.00	\$	40,015.00
11	98-PT-02-25	Independence PD	HMV O.T. Enf.; Sobriety Checkpoints; Drug Checkpoint Equipment	\$	67,000.00	\$	67,000.00
11	98-PT-02-26	Belton PD	HMV O.T. Enforcement; Sobriety Checkpoints	\$	6,500.00	\$	6,500.00
11	98-PT-02-27	St. Joseph PD	HMV O.T. Enforcement; Sobriety Checkpoints	\$	2,500.00	\$	2,500.00
11	98-PT-02-28	Gladstone DPS	HMV O.T. Enforcement; Sobriety Checkpoints	\$	7,750.00	\$	7,750.00
11	98-PT-02-29	Cass County SD	HMV O.T. Enforcement	\$	2,500.00	\$	2,500.00
11	98-PT-02-30	Kansas City PD	HMV O.T. Enforcement; Sobriety Checkpoints; Multi-Offender	\$	121,365.00	\$	121,365.00
11	98-PT-02-31	Lee's Summit PD	HMV O.T. Enforcement; Sobriety Checkpoints	\$	12,500.00	\$	12,500.00
			Subtotal Region I \$325,255.00				

Task	Project #	Grantee	Problem Areas & Countermeasures	Total Allocation	Funding Source		
					402	402 YA	410
		Region 2	Enforcement Projects				
11	98-PT-02-32	St. Louis City PD	Sobriety Checkpoints; DWI & HMV O.T. Enf.; Educational Program	\$ 144,200.00	\$ 144,200.00		
11	98-PT-02-33	St. Louis County PD	HMV & DWI O.T. Enforcement; Sobriety Checkpoints	\$ 65,140.00	\$ 65,140.00		
11	98-PT-02-34	St. Charles County SD	HMV & DWI O.T. Enforcement; Sobriety Checkpoints	\$ 22,800.00	\$ 22,800.00		
11	98-PT-02-35	Jefferson County SD	DWI O.T. Enforcement; Equipment	\$ 33,000.00	\$ 33,000.00		
11	98-PT-02-36	Town & Country PD	PBT & Laser Radar	\$ 6,600.00	\$ 6,600.00		
11	98-PT-02-37	Chesterfield	HMV & DWI O.T. Enforcement	\$ 6,600.00	\$ 6,600.00		
11	98-PT-02-38	St. Charles City PD	HMV & DWI O.T. Enforcement	\$ 8,000.00	\$ 8,000.00		
11	98-PT-02-39	Creve Coeur PD	Sobriety Checkpoints & PBT	\$ 2,885.00	\$ 2,885.00		
11	98-PT-02-40	Florissant PD	HMV O.T. Enforcement; Sobriety Checkpoints	\$ 8,800.00	\$ 8,800.00		
11	98-PT-02-41	Ferguson PD	HMV O.T. Enforcement; Laser Radar	\$ 10,800.00	\$ 10,800.00		
11	98-PT-02-42	Hazelwood PD	HMV O.T. Enforcement; Laser Radar; Sobriety Checkpoints	\$ 13,600.00	\$ 13,600.00		
11	98-PT-02-43	Dellwood PD	Sobriety Checkpoints , \$3,000 videocamera	\$ 5,500.00	\$ 5,500.00		
11	98-PT-02-44	Bellev. Nghbors PD	HMV O.T. Enforcement	\$ 8,800.00	\$ 8,800.00		
11	98-PT-02-45	Kirkwood/Oakland PDs	DWI O.T. Enforcement	\$ 1,000.00	\$ 1,000.00		
11	98-PT-02-46	St. John PD	HMV O.T. Enforcement Partnership Project, Sob. Checkpts.	\$ 5,500.00	\$ 5,500.00		
11	98-PT-02-47	Charlack PD	HMV O.T. Enforcement Partnership Project	\$ 3,000.00	\$ 3,000.00		
11	98-PT-02-48	Berkely PD	HMV O.T. Enforcement Partnership Project	\$ 3,000.00	\$ 3,000.00		
11	98-PT-02-49	BelRidge PD	HMV O.T. Enforcement Partnership Project	\$ 3,000.00	\$ 3,000.00		
11	98-PT-02-50	Hannibal PD	HMV O.T. Enforcement; Radar	\$ 4,800.00	\$ 4,800.00		
			Subtotal Region 2--\$357,025.00				
		Region 3	Enforcement Projects				
11	98-PT-02-51	Branson PD	HMV O.T. Enforcement	\$ 2,000.00	\$ 2,000.00		
11	98-PT-02-52	Columbia PD	Project Lifesaver; 3 PBTs	\$ 34,107.00	\$ 34,107.00		
11	98-PT-02-53	Sedalia PD	HMV & DWI O.T. Enf.; Sobriety Checkpoints; Seat Belt Prog.	\$ 14,500.00	\$ 14,500.00		
11	98-PT-02-54	Kimberling City	HMV O.T. Enforcement	\$ 2,000.00	\$ 2,000.00		
11	98-PT-02-55	Jefferson City PD	2 Videocameras (\$3,000 allowance)	\$ 6,000.00	\$ 6,000.00		
11	98-PT-02-56	Stone County	HMV O.T. Enforcement	\$ 2,000.00	\$ 2,000.00		
11	98-PT-02-57	Boone County SD	HMV O.T. Enforcement; Sobriety Checkpoints	\$ 9,500.00	\$ 9,500.00		
11	98-PT-02-58	Boone County SD	Traffic Officer-continuation project	\$ 10,485.00	\$ 10,485.00		
11	98-PT-02-59	Jasper County SD	HMV O.T. Enforcement	\$ 10,000.00	\$ 10,000.00		
11	98-PT-02-60	Taney County SD	Traffic Officer Final Year Continuation	\$ 3,334.00	\$ 3,334.00		
11	98-PT-02-61	Cole County	Traffic Officer (75%) & Radar unit	\$ 23,750.00	\$ 23,750.00		
11	98-PT-02-62	Joplin PD	HMV O.T. Enforcement; DWI O.T. Enforcement	\$ 7,500.00	\$ 7,500.00		
11	98-PT-02-63	Lake Ozark PD	DWI O.T. Enforcement	\$ 1,130.00	\$ 1,130.00		
11	98-PT-02-64	Eldon PD	DWI O.T. Enforcement	\$ 1,000.00	\$ 1,000.00		
11	98-PT-02-65	Nixa PD	HMV O.T. Enforcement & Radar	\$ 4,800.00	\$ 4,800.00		
11	98-PT-02-66	Forsyth PD	Traffic Officer Final Year Continuation	\$ 2,800.00	\$ 2,800.00		
11	98-PT-02-67	Hollister PD	Traffic Officer Final Year Continuation	\$ 2,080.00	\$ 2,080.00		
			Subtotal Region 3--\$136,986.00				

Task	Project #	Grantee	Problem Areas & Countermeasures	Total Allocation	Funding Source		
					402	402YA	410
		Region 4	Enforcement Projects				
11	98-PT-02-68	Crawford County	DWI O.T. Enforcement, Sobriety Checkpoint, PBT	\$ 5,800.00	\$ 5,800.00		
11	98-PT-02-69	Farmington PD	HMV O.T. Enforcement, Sobriety Checkpoint, 2-Radars	\$ 12,577.00	\$ 12,577.00		
11	98-PT-02-70	Poplar Bluff PD	HMV O.T. Enforcement	\$ 4,000.00	\$ 4,000.00		
11	98-PT-02-71	Local Law Enforcement	O.T. Enforcement (Safety Belts/Alcohol) Mini-grants 6 @ \$2000	\$ 12,000.00	\$ 12,000.00		
			Subtotal Region 4--\$34,377				
			Alcohol	\$ 1,361,493.00	\$ 563,886.00	\$ 262,466.00	\$ 535,141.00
1	98-AL-03-1	MDHS	Coordination (program management)	\$ 100,000.00	\$ 100,000.00		
2	98-AL-03-2	CMSU	Breath Alcohol Instrument Training Laboratory	\$ 146,386.00	\$ 146,386.00		
3	98-AL-03-3	MSHP	DWI O.T. Saturation Enforcement @ high accident locations statewide	\$ 80,000.00	\$ 80,000.00		
4	98-AL-03-4	MSHP	Sobriety Checkpoints--O.T. for 9 troops	\$ 80,000.00	\$ 80,000.00		
4	98-AL-03-5	St. Ann PD	Sobriety Checkpoints, \$3,000 videocamera	\$ 5,500.00	\$ 5,500.00		
4	98-AL-03-6	Washington PD	Sobriety Checkpoints, \$3,000 videocamera	\$ 5,500.00	\$ 5,500.00		
4	98-AL-03-7	Glendale PD	Sobriety Checkpoints, \$3,000 videocamera	\$ 5,500.00	\$ 5,500.00		
4	98-AL-03-8	Vinita Park PD	Sobriety Checkpoints, \$3,000 videocamera	\$ 5,500.00	\$ 5,500.00		
4	98-AL-03-9	Seneca PD	Sobriety Checkpoints, \$3,000 videocamera	\$ 5,500.00	\$ 5,500.00		
4	98-AL-03-10	Lake St. Louis PD	Sobriety Checkpoints	\$ 2,500.00	\$ 2,500.00		
4	98-AL-03-11	Ellisville PD	Sobriety Checkpoints	\$ 2,500.00	\$ 2,500.00		
4	98-AL-03-12	Clark County SD	Sobriety Checkpoints	\$ 2,500.00	\$ 2,500.00		
4	98-AL-03-13	Neosho PD	Sobriety Checkpoints	\$ 2,500.00	\$ 2,500.00		
5	98-AL-03-15	MDHS	Sobriety Checkpoint Equipment Purchase--signs, flares, vests	\$ 60,000.00	\$ 60,000.00		
6	98-AL-03-16	UMC	CHEERS Designated Driver Program	\$ 60,000.00	\$ 60,000.00		
1	98-J7-03-1	MDHS	Governor's Commission on DWI & Impaired Driving	\$ 5,000.00			\$ 5,000.00
1	98-J7-04-1	CMSU	Training--SFST Instructor Training/Update	\$ 9,020.00			\$ 9,020.00
2	98-J7-04-2	CMSU	Training--Sobriety Checkpoint Supervisor	\$ 22,356.00			\$ 22,356.00
3	98-J7-04-3	UMC--LETI	Training--1 SFST course; 1 DWI Crash Investigation course	\$ 8,715.00			\$ 8,715.00
4	98-J7-04-4	Missouri Southern	Training--1 SFST course; 1 DWI Crash Investigation course	\$ 6,000.00			\$ 6,000.00
2	98-J7-03-2	CMSU	Ignition Interlock Study	\$ 6,480.00			\$ 6,480.00
5	98-J7-04-5	MDHS	Drug Recognition Expert (DRE) Coordination/Training	\$ 5,000.00			\$ 5,000.00
3	98-J7-03-3	MDHS	SAFE & SOBER Awareness (Designated Driver; 3-D Month; etc.)	\$ 18,340.00			\$ 18,340.00
4	98-J7-03-4	Liquor Control	Server Training	\$ 15,000.00			\$ 15,000.00
5	98-J7-03-5	Liquor Control	Badges in Business	\$ 60,000.00			\$ 60,000.00
3	98-J7-05-3	MDHS	Annual Courts Conference	\$ 15,000.00			\$ 15,000.00
1	98-J7-02-1	Department of Revenue	General Registration System Rewrite (Final component)	\$ 153,000.00			\$ 153,000.00
2	98-J7-02-2	Department of Revenue	General Counsel Training--DWI System & Tracking	\$ 23,000.00			\$ 23,000.00
3	98-J7-02-3	Department of Revenue	Advanced Function Printer to complement completion of system	\$ 85,000.00			\$ 85,000.00
6	98-J7-03-6	MDHS	Coordination (Program Management)	\$ 10,000.00			\$ 10,000.00
6	98-J7-04-6	Mineral Area College	SFST & DWI Crash Investigation Courses	\$ 3,651.00			\$ 3,651.00
1	98-J7-05-1	State Courts Adm.	DWI Training Seminars	\$ 53,000.00			\$ 53,000.00
2	98-J7-05-2	Office of Pros. Serv.	DWI Prosecution	\$ 36,579.00			\$ 36,579.00
			TOTAL 410 FUNDING				\$ 535,141.00

Task	Project #	Grantee	Problem Areas & Countermeasures	Total Allocation	Funding Source		
					402	402YA	410
			YOUTH ALCOHOL				
1	98-YA-03-1	MDHS	Parent's Survival Guide for Young Drivers	\$ 15,000.00		\$ 15,000.00	
2	98-YA-03-2	Research Med. Ctr-KC	Heads Up (traffic safety prevention education program)	\$ 64,553.00		\$ 64,553.00	
3	98-YA-03-3	UMC	Heads Up (traffic safety prevention education program)	\$ 82,913.00		\$ 82,913.00	
4	98-YA-03-4	MDHS	Youth Prevention Awareness Project (T. S. Curr. Reprod. & Dist; Employer Prog; School Idea Packet;Yth Adv.Council, Fatal Vis.Goggles; Team Spirit Reunion)	\$ 100,000.00		\$ 100,000.00	
			TOTAL YOUTH ALCOHOL FUNDING (YA)			\$262,466.00	
			OCCUPANT PROTECTION	\$ 65,000.00	\$ 65,000.00	\$ -	\$ -
1	98-OP-05-1	MDHS	Coordination (program management)	\$ 20,000.00	\$ 20,000.00		
2	98-OP-05-2	MDHS	Educational Materials	\$ 20,000.00	\$ 20,000.00		
3	98-OP-05-3	MDHS	Child Safety Seat Distribution	\$ 25,000.00	\$ 25,000.00		
			Most activity implemented within PTS & Safe Communities areas				
			Traffic Records	\$ 114,056.00	\$ 114,056.00	\$ -	\$ -
1	98-TR-06-1	MDHS	Coordination (program management)	\$ 35,000.00	\$ 35,000.00		
2	98-TR-06-2	MDHS	MOTIS-Missouri Traffic Information System (computer program)	\$ 79,056.00	\$ 79,056.00		
			Safe Communities	\$ 403,858.00	\$ 403,858.00		
1	98-SA-09-1	MDHS	Coordination (program management)	\$ 20,000.00	\$ 20,000.00		
2	98-SA-09-2	Cape Girardeau	Safe Communities (Team Spirit Youth Conference; Coordination; Operations/Equipment; PI&E; Travel; PD DWI & HMTV O.T. Enf. & Radar)	\$ 136,150.00	\$ 136,150.00		
3	98-SA-09-3	Springfield	Safe Communities (Team Spirit Youth Conference; Coordination; PI& PD DWI Officer, HMTV Enf. & Checkpoints; SMSU Survey & Conference)	\$ 146,218.00	\$ 146,218.00		
4	98-SA-09-4	Moberly	Conference; \$2,250; BAT Van O.T. \$12,000; DWI Officer \$20,909) Safe Communities (Youth Spirit Day; Coordination; Operations/Equip; and PI&E)	\$ 101,490.00	\$ 101,490.00		
			Engineering Services & Data Collection	\$ 246,000.00	\$ 246,000.00	\$ -	\$ -
1	98-FTE-11-1	MDHS	Coordination (program management)	\$ 15,000.00	\$ 15,000.00		
2	98-FTE-11-2	MSHP	STARS Maintenance	\$ 50,000.00	\$ 50,000.00		
3	98-FTE-11-3	MSHP	Traffic Safety Compendium (Statistical Analysis)	\$ 18,000.00	\$ 18,000.00		
4	98-FTE-11-4	MDHS	Traffic Signing Projects	\$ 15,000.00	\$ 15,000.00		
5	98-FTE-11-5	MHTD	Bridge Engineering Assistant Program (BEAP)	\$ 64,000.00	\$ 64,000.00		
6	98-FTE-11-6	MHTD	Traffic Engineering Assistant Program (TEAP)	\$ 64,000.00	\$ 64,000.00		
7	98-FTE-11-7	MHTD	Training & Conferences	\$ 20,000.00	\$ 20,000.00		

PLANNED ACTIVITIES FY'98	
402 Regular	\$3,019,790.00
402 YA	\$262,466.00
3+	\$246,000.00
410	\$535,141.00
TOTAL	\$4,063,397.00
Public Information and Education and Vehicular, Driver and Pedestrian Safety are included in the Police Traffic Services section	